LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1-7 (canceled).

8. (new) A method for closed-loop speed control of an internal combustion engine-generator unit during a starting process, comprising the steps of: presetting a set speed (nM(SW)) by means of a set run-up ramp (HLR(SW)); computing a control deviation from the set speed (nM(SW)) and an actual speed (nM(IST)); determining a set injection quantity (QSW) for controlling the actual speed (nM(IST)) from the control deviation by means of a speed controller; and, determining an actual run-up ramp (HLR(IST)) from the actual speed (nM(IST)), ((HLR(IST)) = f(nM(IST))), and setting this as the set run-up ramp (HLR(SW)).

9. (new) The method for closed-loop speed control in accordance with claim 8, including determining the actual run-up ramp (HLR(IST)) from a change in speed (dn(i), i = 1, ... , n) of the actual speed (nM(IST)) within an assigned time interval (dt(i)).

10. (new) The method for closed-loop speed control in accordance with claim 9, including computing the actual run-up ramp (HLR(IST)) from the change in speed (dn(i)) during the time interval (dt(i)) by taking the mean value.

11. (new) The method for closed-loop speed control in accordance with claim 10, wherein the actual run-up ramp (HLR(IST)) and a constant (K) are added (HLR(SW) = HLR(IST) + K).

12. (new) The method for closed-loop speed control in accordance with claim 8, further including checking to determine whether the actual run-up ramp (HLR(IST)) is within a tolerance band (TB).

13. (new) The method for closed-loop speed control in accordance with claim 12, including setting an error mode (FM) if the actual run-up ramp (HLR(IST)) is outside the tolerance band (TB).

14. (new) The method for closed-loop speed control in accordance with claim 8, including setting the actual run-up ramp (HLR(IST)) as the set run-up ramp (HLR(SW)) at least when an idling speed (nLL) has been reached.